

TOPIC Central Motor Vehicle Repair Shop at Zeesen

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EVALUATION see below PLACE OBTAINED 25X1
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DATE OF CONTENT
DATE OBTAINED DATE PREPARED 18 April 1952
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REFERENCES
PAGES 1 ENCLOSURES (NO. & TYPE)
REMARKS

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1. 72 trucks, 15 tank trucks and 1 bus were picked up by various Soviet units at the motor vehicle repair shop in Zeesen. (1) 25X1
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2. On 16 February, a train loaded with 60 new ZIS trucks arrived at the depot. The trucks were immediately taken over by troop units, and then were driven off in groups of five vehicles. In late February, these trucks were again parked at the depot, while their drivers probably returned to their military posts by rail. Prior to 1 March, two trains, one with 50 and one with 60 new trucks arrived at the depot. The number of new trucks parked at the depot increased to 170 units in early March. The three-axle ZIS trucks with box-like superstructures and tarpaulins were apparently not manufactured in the Soviet Zone of Germany because the two spare tires of each truck were mounted between the drivers cab and the body of the vehicle, whereas the trucks built in Germany have their spare tires mounted under the body of the truck. One of the shipping labels for the trucks bore the inscription Frankfurt/Oder-Ketschendorf-Fuerstenwalde-Koenigswusterhausen. the trucks were allegedly manufactured in Czechoslovakia. (3) 25X1
3. Major Makarov (fnu) left the depot on 10 March allegedly in order to go on leave. Major Grashenko (fnu), who arrived from the motor vehicle repair shop in Schoene-weide, acted as his deputy. Grashenko immediately tried to determine the efficiency of the repair shop. He particularly wanted to find out whether the production quota could be raised by the delivery of new machinery. On 8 and 9 February, two officers who had arrived by sedan inspected the administration of the repair shop. (4) 25X1
4. About mid-February, the Soviet plant management reduced the wages for work performed on Studebaker vehicles by about 50 percent. Thereupon the workers refused to continue to work at the plant. Six mechanics and two electricians

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resigned immediately. In late February, the difficulties created by the wage cuts were to be settled by a trade union commission from Potsdam. As the commission left the repair shop without accomplishing its mission, the production of Studebaker trucks at the repair shop has come to a standstill. Workers of the installation were informed by the German labor exchange that they could find work with the ABUS plant if they were given notice by the motor vehicle repair shop. The ABUS plant at present has a work force of 3,000 men. (5)

5. On 16, 18, 25 and 28 February, 138 trucks arrived by rail at the installation.

[redacted] these trucks came from Moscow. [redacted] truck shipments were also dispatched to other places in the Soviet Zone of Germany and that other such shipments were expected in Weesen. The pertinent shipping papers bore the inscription "Ketschendorf-Frankfurt/Oder-Weesen, [redacted] The vehicles were new three-axle ZIS trucks had 10 tires and were provided with two spare tires. The hoods of the vehicles were sealed, and the driver's cabs were locked. The trucks were parked at the installation and guarded by Soviet soldiers. [redacted] of the shipment of 60 trucks observed on 28 February, 22 were detached in Koenigsusterhausen and forwarded to Potsdam. (3) Motors which had been overhauled in Oberschoeneweide and arrived in Weesen during the period from 2 February through 1 March included: 75 Ford, 56 Chevrolet, 51 Studebaker and 13 ZIS motors. Old motors turned in for general overhaul by various Soviet units included 37 Chevrolet, 29 Ford and 13 ZIS motors. (6)

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These trucks picked up the same number and types of motors which they had turned in at the installation. Six jeeps which had undergone a general overhaul in Oberschoeneweide also arrived at the repair shop during the period under review.

6. [redacted]

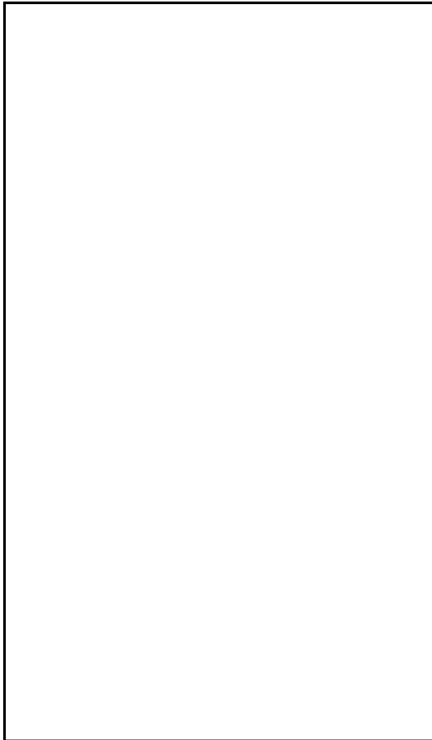
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7. Equipment picked up at the installation during the reported period included:


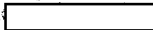
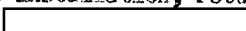
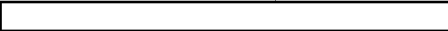
- a. 148 trucks and tank trucks which had undergone general repair. Trucks observed with the detachments picking up these vehicles 

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(2)

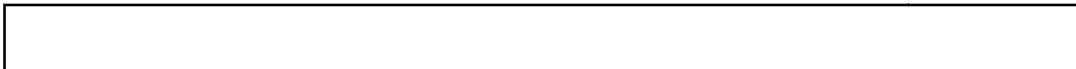
- b. nine chassis to be used for repair shop trucks, which were sent to Oberschoeneweide,  4 jeeps scheduled to be overhauled in Oberschoeneweide; 1 jeep which had been thoroughly overhauled at the installation, returned to the unit to which truck  belongs; 2 buses  which were to be sent to Oberschoeneweide for completion and 3 repair shop trucks  which were to be delivered to troop units.
- c. a total of 64 Ford, 48 Chevrolet, 45 ZIS, 44 Studebaker, and 13 Willys motors were sent to Oberschoeneweide for general overhauling.

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9. As not very many damaged motor vehicles arrived at the installation during the period under review, the backlog of trucks awaiting repair dropped to about 60 to 80. In February, a total of 136 trucks including 60 Ford trucks were thoroughly overhauled at the installation. (1)
10. In connection with the recent wage cuts and the lack of work at the installation, 50 workers employed on a piece work basis resigned, while another 30 workers gave notice. The Soviet plant management refused to let some specialists go. (5)
11. On 1 March, Captain Smirnov (fnu) proceeded in jeep [redacted] to a tank unit stationed in a camp in a woods near Gentlin in order to settle a complaint on tank trucks previously delivered by the repair shop.

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[redacted] Comments.

- (1) The decline in the output of the 53d Central Repair Shop, which is caused by seasonal reasons, was commented on previously. [redacted]

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- (5) The arrival of a sizable number of new motor vehicles from the U.S.S.R. or a satellite country has been observed for the first time after a prolonged period. The data contained in this paragraph are correct, as some of the vehicles concerned were previously observed as entering the Soviet zone via Frankfurt/Oder. [redacted] The dispatch of these vehicles via Frankfurt/Oder indicates that they were manufactured in the U.S.S.R.

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- (4) Major Makarov and Captain Smirnov were previously known and were assigned to the Zeosen motor vehicle repair shop. Major Grashenko is reported for the first time.
- (5) The Zeosen repair shop is the only Soviet supply installation from which open opposition on the side of the workers against measures of the Soviet plant management was reported. It may be that these workers live in the western sector of Berlin and thus enjoy greater independence.
- (6) These deliveries of damaged motor vehicles and motors of U.S. type, which have been observed for a long time, indicate that Soviet troop units still use many foreign motor vehicles, presumably delivered under the lend and lease agreement. The systematic equipment of troop units with repair shop trucks is a further proof of the heavy repair requirements of motor vehicles used by the Russians.

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